

CIVILIANS TO HAVE CHANCE AT NAVAL TRAINING

(Republican A. P. Leased Wire)

SAN FRANCISCO, July 29.—Naval training for civilians on the Pacific Coast is to begin on August 10 when the ships of the Pacific Coast reserve fleet appear at stations where the naval volunteers are to rendezvous preparatory to the month's cruise in the Pacific as far south as Magdalena Bay. The cruise was inaugurated by the Naval Department at Washington for the purpose of affording civilians an opportunity of fitting themselves for naval duty in time of need and is along the same lines as that given at the Army Military Training Camps.

Several ships of the Reserve Fleet, under Rear Admiral William F. Fullam, have been ordered to appear at the following ports ready for the cruise: The Pittsburgh at San Diego, Maryland at San Francisco, South Dakota at Portland, Colorado at Seattle and the West Virginia at any other designated port where needed. Admiral Fullam will be commander-in-chief of the civilian cruise and will direct the studies of the volunteers.

The ships are to join the Pittsburgh off San Diego not later than August 13, or sooner, when the real training begins. The fleet will proceed southward until Magdalena Bay, on the coast of Lower California, is reached where naval target practice will be held. On September 5 the return voyage is to begin which will make the cruise end about September 15.

Immediately following this cruise and in connection therewith there will be held in the Main Pacific Coast ports a mobilization of motor boats with the view of offering their owners a course of training that will fit them for patrol duty in case of war with an enemy. The boats are to be inspected and the owners shown how they can perform the necessary duties. The instructions include: scouting, searching, patrolling, signaling, maneuvering by signals, defense of naval district, study of coast and plotting besides other minor studies.

The object of the naval cruise is of-

ficially described by Secretary Daniels as follows: "For training volunteers and to afford to civilians an opportunity to gain, by close contact with naval life and naval duties, some experience and understanding which will help them to perceive the way they may best fit themselves for service in the navy in time of need."

According to plans at the end of the cruise each of the volunteers is to be given a certificate by Rear Admiral Fullam attesting the proficiency he has obtained in his studies. It is to specify the duties he has performed and the naval rating he is best qualified to fill in case of need. It is expected that the volunteers will announce their intention whether they will volunteer for service in case of war within the next few days.

It is pointed out that the training cruise will not be all work and no play. It has been arranged that there shall be time for swimming, rowing and sailing races as well as inter-ship baseball matches. These will intersperse the lectures on various naval subjects by experienced navy officers of the fleet. There will also be practical experience, for the volunteers are to be given the regular course of training given naval academy cadets when on annual summer cruise.

The men will sleep in hammocks; canvas duffle bags will be used in place of the bureaus and closets of home and they will help clean ship, polish brasses and do the other work about the ship. They will not have to do duty as stokers although they are to perform other duties in the engine rooms and stoke holds. They are to be berthed and messes separate from the regulars aboard ship.

At day-break (the day's work begins. Until 9 o'clock there is to be a regular program of duties which will leave very few moments of spare time. By breakfast time they will have accomplished two and a half hours of work. They will be drilled and instructed in the use of the three and five inch guns, signalling, fire control, torpedo defense, quartermaster's duties, machine and electrical machinery, including radio practice. Those who are assigned to the engine room will work two shifts from 8 a. m. to 5 p. m.

Each volunteer is to deposit \$30 for the privilege of making the cruise. For this sum the government will supply his uniform and other naval clothing.

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REVIEWS NAVAL OPERATIONS OF GERMAN EMPIRE

(Republican A. P. Leased Wire)

BERLIN (via London) July 29.—Captain Persius, the naval critic of the Berliner Tageblatt, has written the following review of naval operations during the second year of the war, from the German viewpoint, for the Associated Press.

"It seemed likely that the second year of the war would end without a sea fight of the first magnitude, but May 31 brought a gratifying proof that our great battleships were not built in vain and that our fleet, despite seeming inactivity, was quietly and assiduously preparing itself for a blow against the strongest sea power in the world. We still hear the question asked as to who was the real victor in the fight off Skagerrak. A comparison of the clear, concise reports of the German admiralty staff with Admiral Jellicoe's long-winded reports which contain only a few facts, leaves no doubt that the German official account gives a thoroughly truthful description of the battle. The English version, with its barrenness of facts, labors in vain to conceal its improbability.

"Whatever the final judgment is of the battle in detail, the loss of British prestige at sea and the pronounced success of our fleet remain indisputable if only the British losses in men and ships are counted. The waves of the North sea swallowed 6,101 British seamen and 17,114 gross registered tons of shipping, while the German losses were 2,414 men and 60,270 tons. These figures were officially published on both the German and British sides.

"Numerous authorities, both hostile and neutral, have expressed opinions on the battle, but the German people will not permit themselves to be influenced by any foreign judgment. They understand alone how proud they may be of a navy whose quality and honor have stood the test of battle with the strongest sea powers. They know that Chancellor von Bethman-Hollweg, rightly expressed the general sentiment in his speech in the Reichstag on June 1 when he said: 'This victory too, shall not make us vainglorious. We know that England is not subdued or conquered by this battle.'

"Beside the battle of the Skagerrak, the other events of the second year of the war, navally speaking, pale into insignificance. In the first year, the activity of German submarines crossed general astonishment. In the second year their activity was sharply circumscribed, but nevertheless, the successes in war upon commerce were considerable in comparison with those of the first year.

"On the other hand, the destruction of warships by submarines occurred but seldom. The 17-27 destroyed an English protected cruiser in the North sea on August 19, 1915. Another of our boats sank the French armored cruiser Admiral Charrier in the eastern Mediterranean on February 8, 1916. A number of minor war vessels also were sunk.

"English submarines did some damage to German commerce in the Baltic and succeeded in torpedoing several of our warships like the armored cruiser Prince Adalbert, October 19, 1915, and the battle cruiser Goeben, November 7 and Bremen, December 17.

"Special mention is merited by the bold flights of our marine aircraft and their important scout work in the North sea and Baltic. Attacks were made against fortified places on England's coast and the English were able to destroy the battleship, X-22 on April 4 and No. 7 on May 4. Within a few hours our airships are able to reconnoiter the entire North sea and they did valuable service in the battle off Skagerrak. Marine aero planes also did excellent work and especially distinguished themselves in the Baltic, where they were of the utmost value in various ways. On several occasions they were even to take the offensive with success, damaging warships with bombs and capturing merchantmen.

"In the Black sea and the Mediterranean, German submarines, working with those of Austria-Hungary, operated successfully in war against commerce and destroyed numerous transports laden with troops and war material. In the Black sea the Yavuz Sultan Selim, formerly the German cruiser Goeben and the Midia, formerly the German cruiser Breslau, bombarded Russian fortified towns on the Crimean coast at various times and damaged Russian commerce.

"The glorious deeds of several German auxiliary cruisers remain to be mentioned. The Voewe, under the command of Count von Dohna, made a successful raid into the Atlantic in January and February. The Armin, one of the steamers captured by it, carrying the passengers and crew of other captured merchantmen to the United States under the command of Lieutenant Berg. The Voewe herself made her home port safely on March 4, laden with booty.

"The auxiliary cruiser Meteor and Greif destroyed on August 7 and February 29 respectively the much stronger armed British auxiliary cruisers Rumsby and Alcantara.

"On the threshold of the third year of the war, it remains to be pointed out that the German navy has hitherto fulfilled its chief task of isolating the enemy from German coasts and beyond this, has scored a series of successes that have exceeded our most sanguine expectations. The German people do not ignore the fact that the British sea power still dominates the seas, but nevertheless, they look with confidence upon their navy. They expect it to show itself able and willing to victories in the third year of the war, as it has done hitherto, and thus contribute its part toward the general aim of securing an honorable peace."

CENTRAL BOULEVARD LIGHTS TURNED ON

For the first time last night, the new street lights adorning North Central avenue were turned on, and a long delay in finishing this artistic touch was ended.

The new lights are arranged one to a standard, and come in two sizes. They complete the system from the railroad tracks to the vicinity of the northern city limits. Nitrogen globes are used, giving high efficiency.

Not since the Phoenix "gay white way" was started, being the lighted section of Washington street, has so much interest been taken in street lighting. Hundreds of people visited North Central avenue just to get the effect of the blaze of glory.

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BAKER REPORTS ON MOVEMENT OF THE TROOPS

(Republican A. P. Leased Wire)

WASHINGTON, July 29.—In response to house resolutions of inquiry Secretary Baker today made a report on the movement of national guardmen to the border. The resolutions asked for information on charges that the guardmen had been transported in day coaches and that they were not placed in trains sufficiently fed, and cared for.

Secretary Baker says the guardmen in some instances were transported in day coaches, but that in many cases they were placed in trains and that they were sufficiently fed, and cared for.

Regular army troops more than sufficient for the journey were furnished all troops, he asserts, and that all cars were inspected to remedy defects or deficiencies that would imperil health or safety of troops.

The report says day coaches were used only in cases where owing to the exigencies of the situation and the large number of troops being moved at one time it was not practical to delay. Regarding rations, the secretary reports that where cooking equipment was not placed in trains the men were furnished with money to buy hot coffee, the same as troops of the regular army allowed under similar conditions.

There was no reason for troops seeking food of citizens enroute," he said. "It is not possible, unless rations have been thrown away, that troops which have been reported short of rations could have been short. Every precaution was taken to see that they started with an ample supply. These troops are largely recruits untrained and undisciplined and under officers of comparatively little experience."

Acting Quartermaster General Sharpe reported that to have moved all the troops in Pullman or tourist cars would have required 3,000 cars. The Pullman company made available for the troops 80 per cent of all the tourist cars it owns.

Representative Stuyden, who all through the Mexican troubles has been one of the administration's critics for not using the guard on the border, spoke in the house today in commendation of the conduct of the guardmen and conditions on the border.

partments, by which it is hoped that all men in the army and navy, on retiring, may find ready for them the kind of work they want in the place where they want it.

A young men and boys department similar to the women and girls department, inaugurated last May, is to be created by the service. This will have the double purpose of securing employment for boys over 16 and under 21, and of developing their efficiency through elementary and vocational training.

Co-operation with the postmasters of the country has been greatly extended. Mr. Caminetti said, as the result of conferences held this week.

FIREMEN DIE IN EXPLOSION OF AMMUNITION

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that difficulty would be experienced in opening them.

Flames which lighted the sky for miles around, apparently were in the black Tom district, near Communipaw, which is a part of Jersey City.

There were persistent reports here that the immense Standard Oil plant at Bayonne had blown up.

The thousands who had flocked to the streets after the first explosion were reinforced by thousands more after the second. Men, women and children left their homes in their night clothing. Many declared they had been thrown out of bed by the force of the concussion which was felt more severely in Brooklyn than in New York.

Women who were in Brooklyn streets when the first explosion occurred were thrown to the pavement and many became almost crazed with fear.

Guests at the big uptown hotels ran frantically into the corridors when the windows in their rooms were shattered. Patients in all the city hospitals were greatly alarmed and their attendants experienced much difficulty in quieting them. Prompt action was taken by the police to prevent looting in buildings which had been vacated by frightened tenants.

Elevated trains crossing Brooklyn bridge and other bridges were shaken and many panes of glass in the cars were broken. The same was true of surface cars in all parts of the city.

Panic was most pronounced among the dwellers in crowded East Side tenements and many of these hastened into the streets were hit by broken glass.

A series of less severe explosions were heard, one after another in Brooklyn after the first two.

Fears for the safety of persons traveling beneath the North River in the tubes of the Hudson and Manhattan railroad company were set at rest soon after 3 o'clock by a report from the trainmaster's office in the Hudson terminal building that the property of the company had not been damaged.

Observers at the Battery and other points of vantage declared the flames which illuminated the Communipaw section of Jersey City seemed to emanate from one tremendous fire and scores of smaller ones.

Felt in Philadelphia. July 29.—The explosion near Jersey City was felt at Camden, N. J., opposite this city, and at Bristol, Pa. Telephone inquiries into Philadelphia said the shock was plainly felt. Bristol is sixty miles from Jersey City and Camden nearly ninety miles distant.

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